

**UID / RFID ILAG**  
Northrop Grumman TASC  
1101 Wilson Boulevard, Suite 1600  
Conf Rooms A & B

**May 10, 2006**

**AGENDA**

<b>1:00</b>	<b>UID Program Office Remarks</b>	<b>Leantha Sumpter UID Prog Office</b>
<b>1:30</b>	<b>ILAG Action Item Review</b>	<b>Barry Bates NDIA</b>
<b>1:45</b>	<b>Non-DFARS UII Acceptance - Lesson Learned</b>	<b>Joan Sherwood</b>
<b>2:00</b>	<b>Convergence Opportunities?</b>	<b>Abby Rothman Lockheed Martin</b>
<b>2:30</b>	<b>AIM DPM Quality Guideline (Draft) Overview</b>	<b>Andy Jay Pratt &amp; Whitney</b>
<b>2:45</b>	<b>PLCS Pilot Opportunities</b>	<b>NGC Bell Helicopter – Textron</b>
<b>3:00</b>	<b>Break</b>	
<b>3:15</b>	<b>Integration (or not) of Aviation Critical Safety Item requirements and IUID.</b>	<b>Jeff Gear Boeing</b>
<b>3:30</b>	<b>Miscellaneous Discussion Topics</b>	<b>Susan Pucelik Honeywell</b>

- 1. Is First Inspection verification adequate to assume readability in the future?**
- 2. How can internal productivity gains be accomplished if the machine readable part number is not the mfr part number?**

**3. How can internal processes be consistent if the customer demands unique marking?**

**4. How successful, if at all, have other suppliers been in combining ATA and UID into a single solution? If successful what are some lessons learned?**

<b>4:00</b>	<b>New Action Item Capture / Review &amp; Next Meeting Date Coordination</b>	<b>Barry Bates NDIA</b>
<b>4:30</b>	<b>GEIA Status Brief (Via Teleconference)</b>	<b>Mitch Kaarlela Lockheed Martin</b>
<b>5:30</b>	<b>Adjourn</b>	